

E1-2401

May 25, 2006

Ms. Phillis Johnson-Ball
Environmental Protection Specialist
Section of Environmental Analysis
Surface Transportation Board
1925 K Street NW
Washington, DC 20423

Re: Finance Docket No. 34797

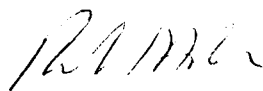
Dear Ms. Johnson-Ball:

In response to your request for comments on New England Transrail's (NET) application to develop a rail transloading facility in Wilmington, Massachusetts, I am enclosing a copy of A.I.M.'s previous letter submitted to the Surface Transportation Board dated January 12, 2006.

Established in 1915, Associated Industries of Massachusetts (A.I.M.) is the largest nonprofit, nonpartisan association of Massachusetts employers, representing over 7,600 businesses, including the largest businesses and employers in the state, to the smallest entrepreneurial businesses.

Should you have any questions please do not hesitate to contact me at 617-262-1180.

Sincerely,



Robert A. Rio, Esq.
Vice President
Government Affairs

RAR:gm
Enclosure

Cc: Robert Varney
Regional Administrator, Region 1
United States Environmental Protection Agency
One Congress Street
Boston, MA 02114-2023

EL 2401

January 12, 2006

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Re: Document #34797, New England Transrail, LLC

Dear Secretary Williams:

As part of the review process for the above-mentioned project, Associated Industries of Massachusetts (A.I.M.) would like to provide the following comments.

Established in 1915, A.I.M. is the largest nonprofit, nonpartisan association of Massachusetts employers, representing over 7,600 businesses, including the largest businesses and employers in the state, to the smallest entrepreneurial businesses.

We are writing to express our support for New England Transrail's (NET) proposed transloading facility in Wilmington, Massachusetts. As you know, the NET facility would allow rail-to-truck and truck-to-rail transloading of a wide range of materials including sand, gravel, wood chips, plastic resins, food products, soda ash, construction and demolition debris and municipal solid waste.

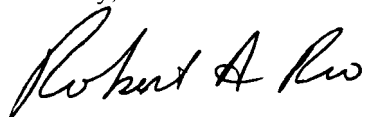
Massachusetts badly needs such facilities to reduce our dependence on high-cost long-haul trucking. The Greater Boston metropolitan area is dramatically underserved by rail transportation relative to other major metropolitan areas. Better access to rail would lower the high transportation costs borne by our businesses, consumers and municipalities, reduce our high costs of highway maintenance and lessen the critical congestion of our roads.

The NET facility would have other benefits as well. It would revitalize an abandoned industrial site, creating jobs and increasing tax revenue. By reducing long-haul truck transportation, it would also contribute to a reduction of air emissions including particulates, hydrocarbons, and other pollutants.

The proposed site of the NET facility is ideal. It is surrounded by industrial properties, distant from homes and strategically located near two of the Commonwealth's most important highways, Interstates 93 and 95, only eleven miles from Boston.

We urge the Surface Transportation Board to expedite its review and approval of this beneficial project.

Sincerely,



Robert A. Rio, Esq
Vice President
Government Affairs

RAR:gm